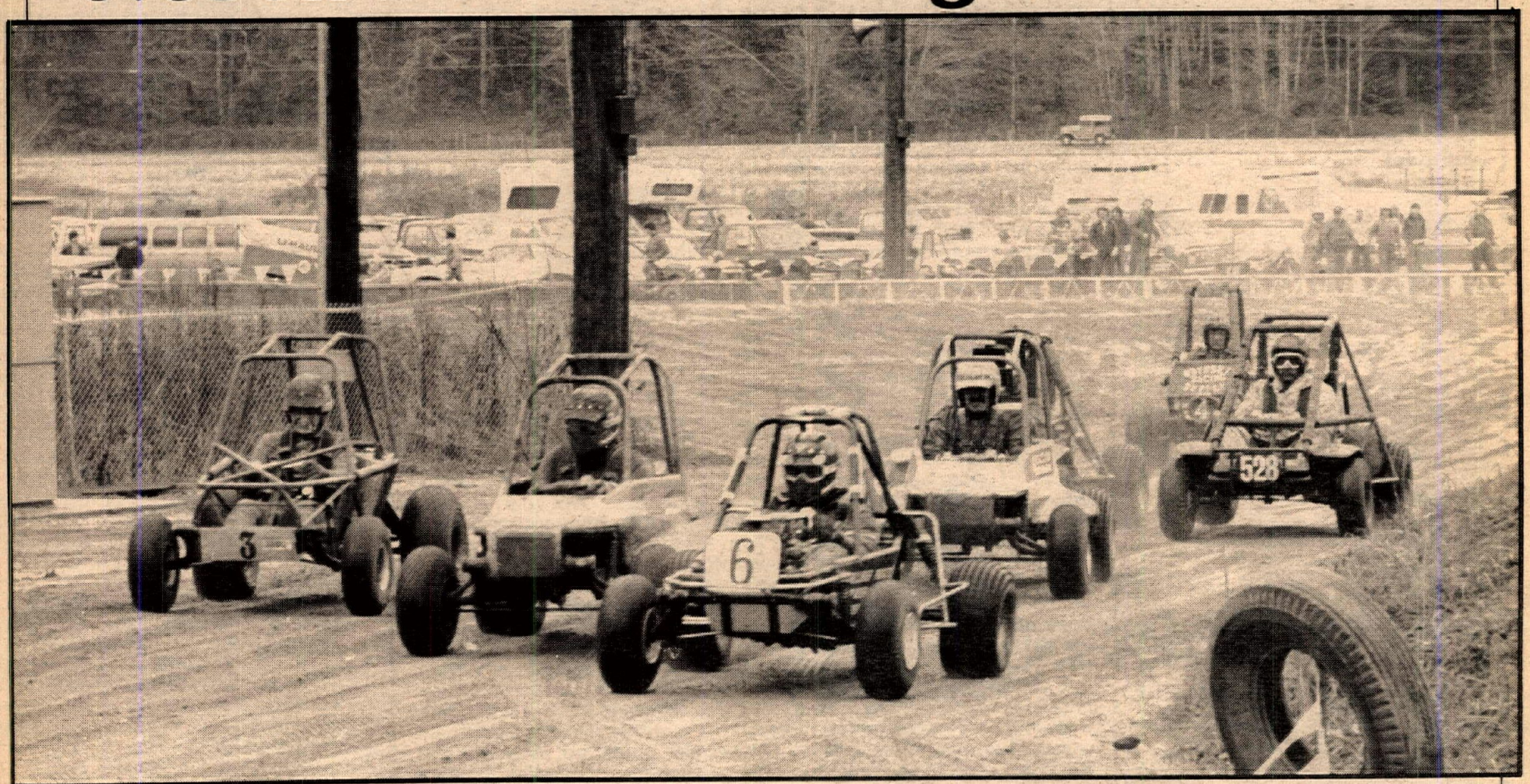
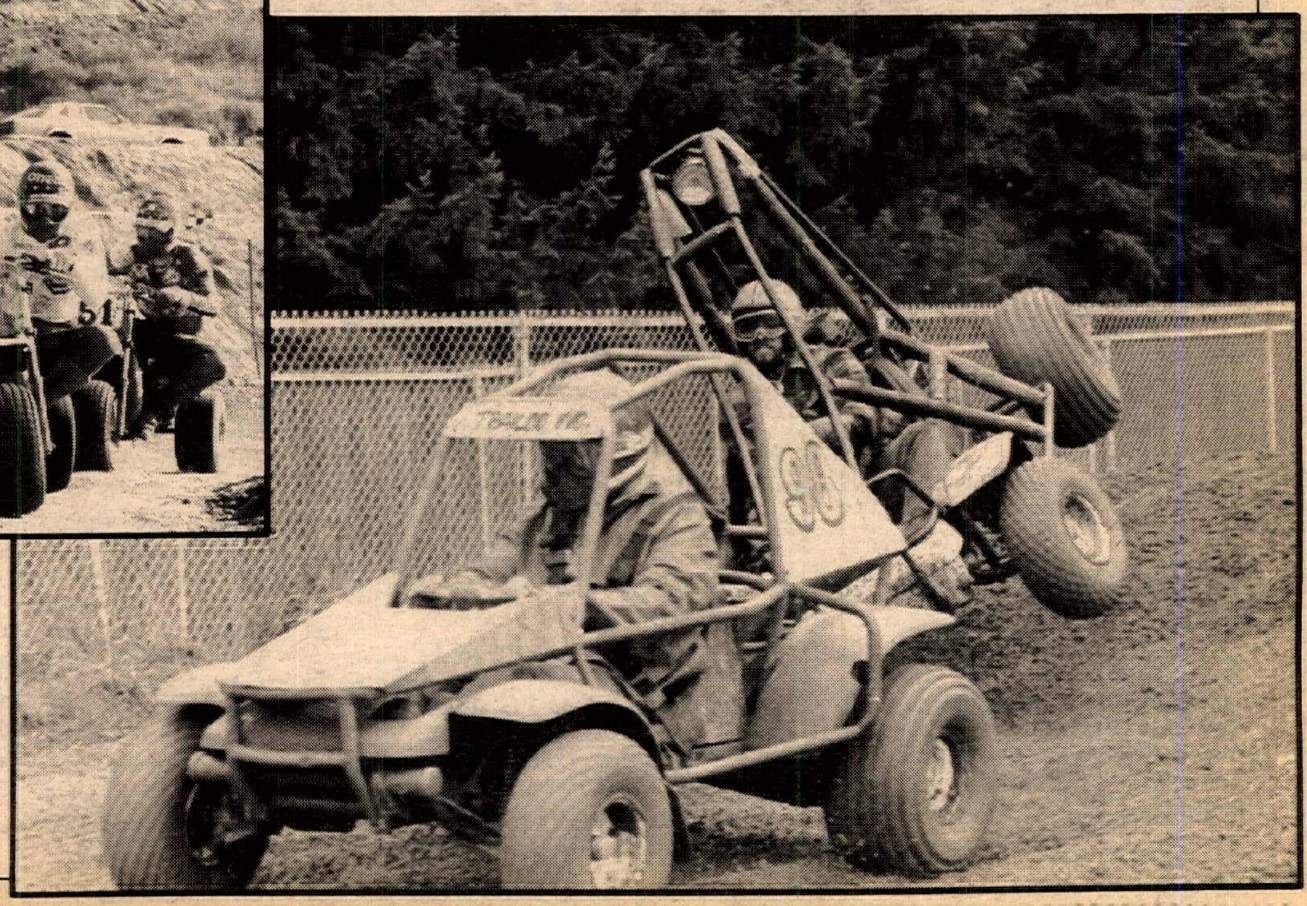
ATV News

Volume II :
Number 1 :
January 1982

Mud and guts highlight Northwest Challenge...



...and Golden State Series



Three-wheelers go indoors!

You can be a winner! Free ATVs!

Enter the 1982 ATV NEWS "FREE FUN" Sweepstakes!

Win your choice!

1982 Honda ATC 250R or **1982 Kawasaki KLT 250**

The Rules Are Simple

No purchase necessary. Fill out the official entry form below (or a 3" x 5" facsimile) completely, including your name, address, city, state, zip code and phone number. Winners will be notified by mail. Select the ATV you want on the entry form (one machine only, please) and mail in your entry. That's it! It's that simple! One entry per person. Each entry must be in a separate envelope. All entries must be postmarked by June 30th. The odds of winning will be determined by the number of entries received. All entries become property of CYCLE NEWS, Inc. Winners names will be available at end of contest upon request. Contest is void where prohibited. Subject to all local, state and federal regulations. Tax and transportation liability is the responsibility of the winner. By accepting the prize the winners agree to accept responsibility for city and state licensing and registration requirements. No substitute prize will be given, nor will cash equivalent be paid. If an unlicensed driver or minor wins the prize it will be licensed in the name of a parent or legal guardian. In accepting the prize, the winner grants CYCLE NEWS, Inc. permission to promote and publicize his or her photograph and winning the award. Offer good only in the United States of America. All ATV NEWS/CYCLE NEWS employees and their families are not eligible. Drawings will be July 15, 1982.

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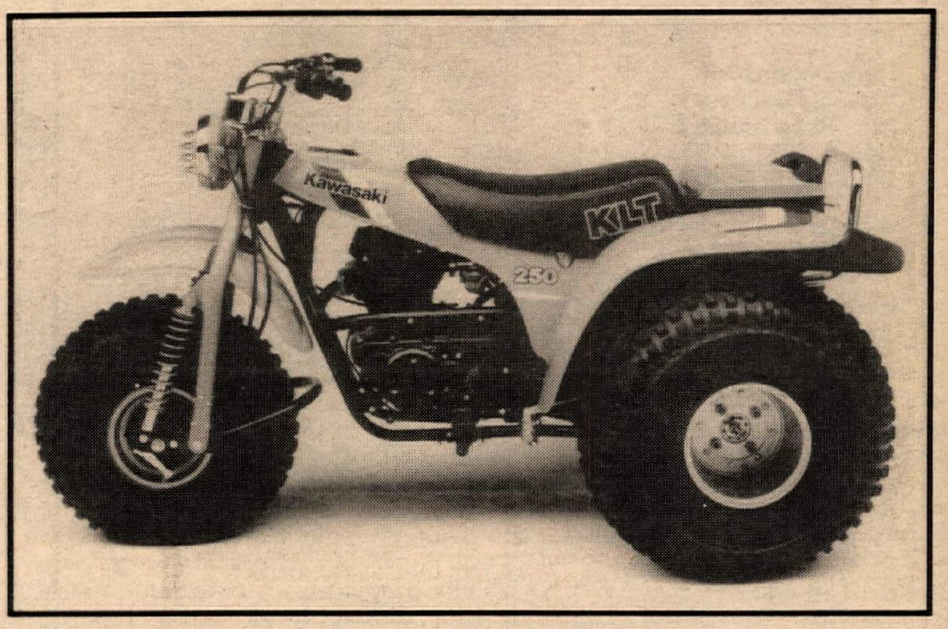

Fill our your entry form, choose your ATV, cut out and mail today to ATV News, America's first monthly All Terrain Vehicle Newspaper.

OFFICIAL ENTRY FORM

MAIL TO: ATV NEWS "FREE FUN!" SWEEPSTAKES
P.O. BOX 1030, Long Beach, CA 90801-0498
Entries must be received by June 30, 1982

Please print

Name _____

Address _____

City _____ State _____ Zip _____

Phone number ( ) _____

Please fill out completely so we can contact the winner

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The ATV I want is: (choose one only, please)
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ATV News

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ON THE COVER: (Top) Roger Stanley (6), Ted Winkle (16), Gary Carmichael (3) and Eddie Brown (33) have at it in Seattle Super Modified action. (Middle) Sideways at Saddleback. (Bottom) Rick Watkins (98) doesn't appear concerned about the action behind him at Seattle. Photos by Lance Bryson.

All that's vital (and fit to print)

Advertising Age reports ATV explosion, but Bombarier attacks three-wheelers

In the Dec. 7 issue of *Advertising Age*, Associate Editor Bob Marich (Special Projects) wrote an article devoted to the three-wheel market. "At a time when interest rates and recession have contributed to about a five percent drop in '81 motorcycle unit sales, three-wheelers have experienced a sales explosion," comments Marich. What kind of an explosion? Somewhere in the range of 150,000 units will have been sold in 1981. If Mr. Marich thinks that is astounding, wait for '82 to hit. Mr. Marich also noted that the three-wheelers have given the seasonal motorcycle industry a year round product. It also has given birth to three new publications, *ATV News*, *3-Wheeling Magazine* and *Dirt Wheels*.

But with all the attention going to the three-wheelers, we've angered a snowmobile manufacturer, Bombardier. Yes, the same corporation that puts out the Can-Am motorcycles. Now here is where things get a little sticky. According to the article, Bombardier is placing ads in various snowmobile publications with headlines: "Bombardier Snowmobile Alert!!! Three-wheelers and other wheeled vehicles have no place on snowmobile trails! for the following reasons: the irresponsible promotion of the use of wheeled vehicles, and especially three-wheelers, on snowmobile trails is a threat to the future of your sport. Wheeled vehicles and most recently three-wheelers can leave *huge* ruts during thaw periods." This was just two, out of a list. Another line read, "you can count on Bombardier to back the snowmobiler in every way to fight for the protection of the snowmobile trail system. Keep the wheels off our trails."

It seems a little funny to me that a manufacturer of various products would be taking shots at even his own product. What Bombardier does not say is that they have a three-wheeler but have tabled the project according to my sources. "Bombardier is getting too much flak from their dealers." Let's fact it, the three-wheel market is cutting into the snowmobile market with a heavy slice. Another reason Bombardier is trying so hard to keep the three-wheelers out is the fact that snowmobiles can be ridden three to four months, after that, put them away. Sure there are places a three-wheeler cannot go, but that's OK. We don't care, but for a large company such as Bombardier, to come out and criticize the three-wheelers and motorcycles for damaging the environment of trails paid for by snowmobile vehicle registrations, that gets to be a little too much to swallow. "When the fields are soft, an ATC will go right across the top without rutting the field," commented David Mungenast, owner of St. Louis Honda. I'm sure you three-wheelers and motorcycle riders out there don't mind if they come out to the deserts or race tracks...do you?

After talking to Phil Mickerson, Service Manager for Bombardier Corp., I came away still unclear as to what the big fuss is about. Mr. Michelson stated that the three-wheelers and motorcycles can't be ridden in deep snow. But then added, that we were tearing up their trails.

If you remember a few issues back, we on fairing. Well, here is their productio with a windscreen and number plate. T riding pleasure. If you're out playing or whatever, the clear windscreen acts as hey, this is the ticket for oval racing or us for sure from Hondaline.

The Army's Ninth Signal Battalion of the Ninth Infantry Division is putting Honda motorcycles and three-wheelers to the test at Fort Lewis, Washington. Using the motorcycles primarily as vehicles for Signal Corps messengers, the unit is also testing the vehicles for other applications. One of the ATCs is equipped to string wire for field telephones. According to a *New York Times* article, most of the soldiers "find it hard to resist the temptation to race up a steep hill or splash through mud puddles while delivering messages."

Lonnie Orosco, who rode in the recent Golden State Series at Saddleback on a 175cc Premier Yamaha in the 200cc Intermediate class, was turning a full second faster than the factory Hondas. Look for Orosco and Premier to put the yellow and black colors in the winning circle in '82. Orosco will move up to the Expert ranks at the next race, I was told.

Ponderosa 3-Wheel claims that if you don't have a performance carburetor then you're gonna be left in the dust! Their Mikuni carb and kit will increase performance throughout the entire rpm range. Ponderosa says your ATC 250R will feel like it just got a slap in the face! For more information contact Ponderosa 3-Wheel, Dept. ATV, 2201 Central, Dubuque, IA 52001.

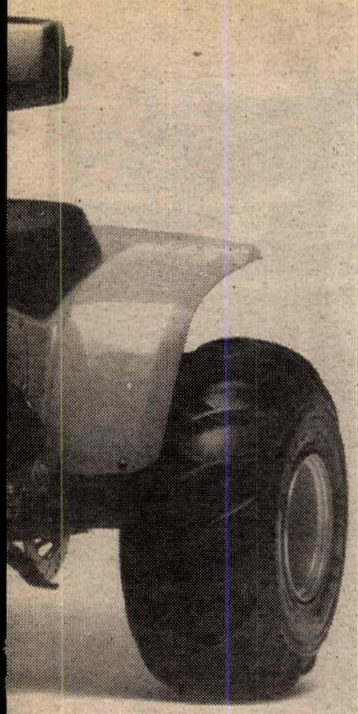
SCORE held their ninth annual pre entry drawing for the Parker 400 Off-Road race December 6th at American Honda. Some 1500 racers and their families showed up for the drawing of their starting position. Since the BLM has put an entry quota on the Parker 400 (400 racers) race, everyone that attended the drawing made it except for six standby drivers. In this case, if someone does not show, the standby drivers start to fill in. In this year's Parker race, 13 three-wheel entries are entered. *3-Wheeling Magazine's* Harry McDermott and Mike Coe drew the number one three-wheel starting position. Something else that might prove to be exciting, the three-wheelers will start right after the motorcycles, which means the cars will be chasing the three-wheelers instead of the three-wheelers chasing the cars. SCORE feels the three-wheelers since making a good showing at the Baja 1000, just might have a shot at the overall. If you would like to be added to the stand by list you can get hold of SCORE at 213/889-9216. For those of you riding a three-wheeler you best be on your toes and prepared, those cars chasing you mean business, but then so do we!

Oops — Last issue we had a feature on "Taking the Honda 250R a couple of steps further" by Eddie Brown. It should have read by Rory Ivers. Sorry Rory.

It seems the AMA is expanding its professional level of supercross racing down to the amatuer level. Hugh Fleming (AMA three-wheel coordinator) revealed to *ATV News* that in '82, AMA will sanction and award National Championship points to the supercross amateur program plus the three-wheelers. "We are working on the program right now, as for the three-wheelers, it will be up to the promoters as far as classes to be run, or if they want to run the three-wheelers at all." commented Fleming. "Mike Goodwin who does most of our supercross programs is really excited about it, but like I said, we're still working on it." For more info you can contact Hugh Fleming at 614/891-2425.

Due to the flooding problems in NorCal, the third race of the CMC Golden State Series has been moved from Marysville, CA, to Sand Hill Ranch. For more info you can call CMC at 714/557-3323.

The people at Stadium Motosports have let *ATV News* know that there will be three-wheel racing at the Anaheim Stadium Jan 31. Amateur Supercross program. Two classes will be run — 0-200cc and 201-250cc. For more info check out page 23 of *Cycle News* for details. There will be a $2000 semi-pro split between the Pros: motorcycles and three-wheelers.



picture of Hondaline's new bolt
del. The fairing body will come
C fairing offers year 'round
in the snow, the beach or
tective unit. If you are a racer,
nud racing. Star Wars is upon

Jan. 17th marks the third annual Jail House Enduro at Superstition Mountain. After much request, the three-wheelers will be able to ride the entire 85 mile course, along with six miles of sand dunes. For more info call 714/275-1823.

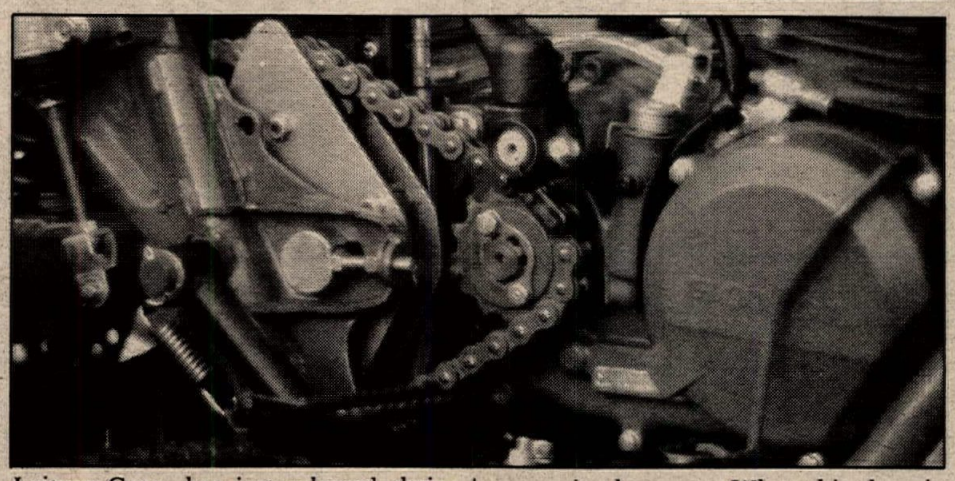
Word is out that Coyote Racing Enterprise is going to put on another big event in the Seattle area. Doug "Coyote" Richards has announced that on March 13-14 two races will be held at the Thurston/Grays Harbor ORV park. The 13th will be a night race under the lights, with the 14th being a Gran Prix event during the day. For more info call 206/426-8090.

A reminder to all promoters, writers, photographers and other *ATV News* contributors regarding 1982 deadlines. To insure you that your stories, photos, calendar of events, items or whatever you may have and would like to see in *ATV News*, our deadlines are: January 22nd for the February issue, February 12th for March, March 19th for April, April 23rd for May, May 21st for June, June 15th for July, July 23rd for August, August 20th for September, September 23 for October, October 22 for November and November 25th for December. Anything submitted past these deadlines will not be in that month's issue.

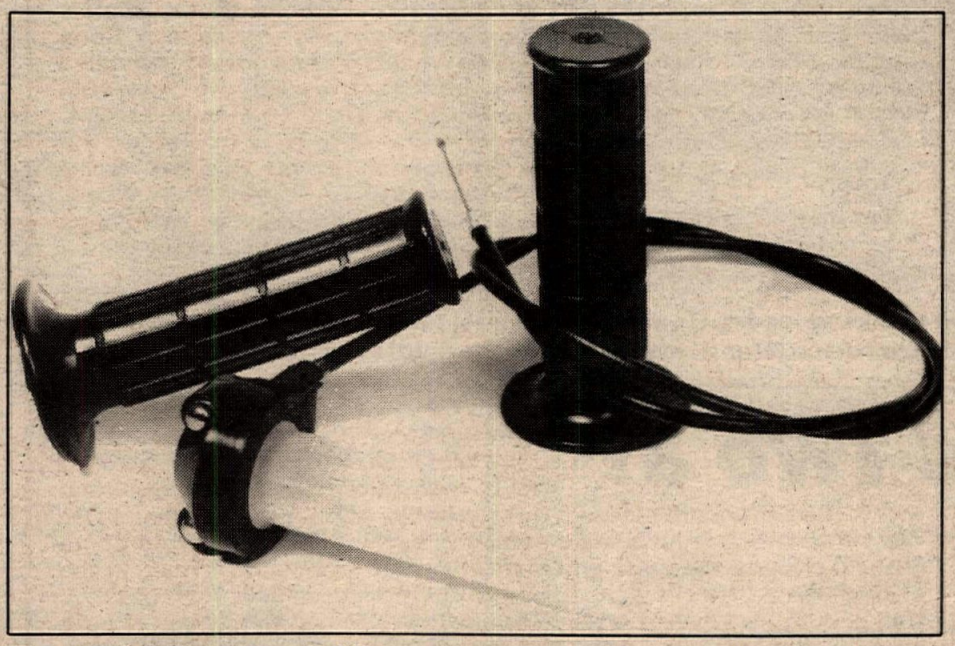
Yamaha has posted a contingency program for Expert class riders in the Golden State Series. First in the 200cc Stock class pays $300, as does first in the 200cc Modified class. In the 250cc Modified class $200 is paid for first. If a Yamaha rider wins the overall series, a $500 bonus will be paid. The Tri-Moto must be powered by a Yamaha, yellow in color, have a stock Tri-Moto rear fender, and also have Yamaha logos in place.

CRC has announced that their scheduled race for Jan. 31st at Indian Dunes will be a special event. The CRC people, however, did tell us they would let us know what type of an event by next issue. ATV

—NEW— PRODUCTS

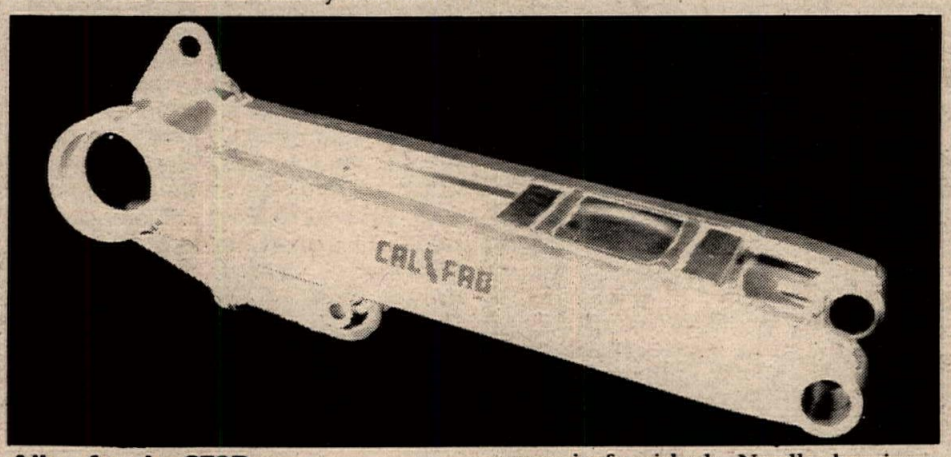


Leitner Corp. has just released their new A-Trak system to bolt-on to your ATC. The installation requires only a small amount of modification to your chain guard. The torque forces on a three-wheeler are about the same as a motorcycle, so whenever the throttle is applied, the chain-caused torqued reaction extends the shock, which stiffens it. When the throttle is shut off, the opposite happens. What this does is make the rear end less sensitive to bumps under acceleration and spongy under trailing throttle. The A-Track system will make your three-wheeler a much better handling package. For more info you can contact Leitner Corp., Dept. ATVN at 2650-D Walnut Ave., Tustin, CA 92680 or call 714/731-5114.



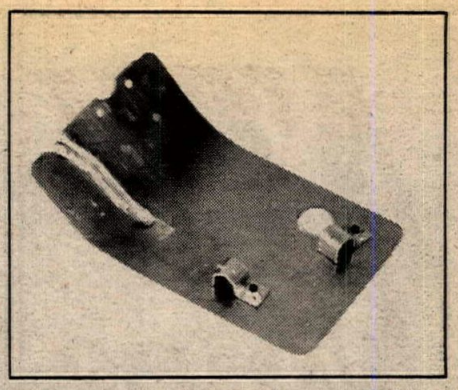
Three-wheeling throttle kits

Three-wheeling riders can now keep their thumb from wearing out by installing an International Motorsports "thumbs up" kit. The kit gives the added control and comfort of a standard twist throttle. Kit comes complete with a throttle, both grips and cable. The throttle action is exactly like that of a motorcycle. We have kits for Honda 70, 90, 110, 185, 200, 250R; Yamaha Tri-Moto 125, 175 and Kawasaki KLT200 priced at $13.95. Made in U.S.A. For more info contact International Motorsports, Dept. ATVN, 1189 W. La Cadena, Riverside, CA 92501. 714/781-5849.



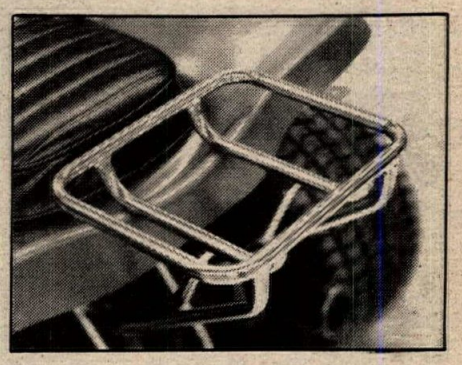
Alloy for the 250R

Cal Fab, the largest alloy swingarm manufacturer, has just released their new ATC 250R swingarm. The arm is made out of 6061 T-6 aluminum from a custom extrusion. It is also three inches longer than stock, and also sports two shock mount positions. One for off-road or motocross, and one for flat track racng. It also lowers the bike two and a half inches. Complete hardware is furnished: Needle bearings, rub block, plus hardware for disc brake or drum brake models. Even one of the number one factory team members is using the swingarm. You would think the added three inches would add to the weight. Not so; in fact, the swingarm is approximately one to two pounds lighter. For more info you can contact Cal Fab, Inc., Dept. ATVN, 5443 East La Palma Ave., Anaheim, CA 92807 or call 714/779-0123.



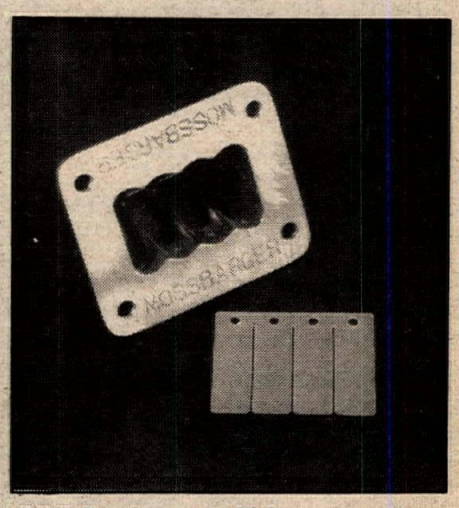
Malcolm Smith Tri-Moto skid plate

The Yamaha Tri-Moto engine needs protection from the ever present hazards of off-road riding. Malcolm now offers an all-aluminum skid plate to protect the vulnerable engine cases. Easy to install, and tough enough to protect against most damaging objects make this skid plate a must. Available now at your local Malcolm Smith dealer or contact: Malcolm Smith, Dept. ATVN, 7563 Indiana, Riverside, CA 92504 or call 714/686-1006.



Get driven to drink

On those hot, sunny days, a cold drink sure does taste good. But how do you keep from having to go back to the truck every time you're thirsty? The answer is simple. Fit a Rocky cooler rack and take your refreshments along for the ride. Designed to fit the Igloo "Little Playmate," "Lunchmate," and the Coleman "Lil'l Oscar" coolers, these racks are made from ⅝" steel tubing and are chrome plated for durability. Fits both stock and custom frames in the place of the stock grab rail. The ATC 90/110 takes P/N 59-4779 with a suggested retail of $34.62, while the ATC 185/200 rack, P/N 59-4803, has a price of $35.15. For more info see a Rocky dealer today.



CRF Rocket reed kits

These high-flow reed kits from Crotch Rocket Factory are flow-bench designed to improve power by 20 to 30 percent over stock. CRF has kits available in eight, six, four and two-petal combinations for nearly all current MX and enduro machines, all minis, plus three-wheelers and the Odyssey. They also specialize in porting and other reed accessories such as spacers, Boyesen two-stage reeds and fiber replacement reeds in different thicknesses to aid in induction tuning. Catalog ($2.00) and more information available from Crotch Rocket Factory, Dept. ATVN, P.O. Box 2084, Goleta, CA 93118, (805) 683-1426.

Indoor racing proved to be a little different than outdoor dirt. (Top) Kirt Lewis (811) seemed to have a handle on things as he led Rocky Erickson (1) through turn one. (Above left) Pat Dresel (80x) leads Erickerson (1) and Lewis (811). (Above right) Lewis, Erickson full wick.

Lewis bags two at St. Paul

By John Rannikko Jr.

ST. PAUL, MN, DEC. 5-6

Kirk Lewis of St. Paul, MN., collected two firsts aboard a Twin City Honda/Suzuki sponsored and tuned ATC250 Honda at the two day, AMR/Schmidt Beer three-wheel Wildcat

indoor races, in the St. Paul Civic Center. After a recent Rolling Stones concert at the Civic Center, the floor was painted with a Coca-Cola syrup to increase traction, three-wheelers raced a bean-shaped track with one right-hander on the infield. The rest of the track was all lefties with a sweeper straightaway through the start-finish area.

Some interesting machinery appeared in the three-wheel wars, with the Honda 250 being the choice of most. Tire selections varied from stock to smooth golf cart tires, to, soft track tires to skinny trailer tires with many variations on axle lengths.

Pat Dresel rode an exotic ATC450R, handbuilt from an ATC250 with a CR450R powerplant cradled between the riders knees. Dresel was a rocket off starts and in the straightaways, but may have had too much power in the tight turns. After posting a third on day one, two motor-mount bolts snapped, dropping the motor onto the footpeg bolt and punching a hole in the cases during Sunday time trials. Dresel was able to borrow a ATC250 stocker, swap tires and earn a fourth on the second day.

Rocky Erickson was last year's three-wheel champion and showed up this year on a very competitive Rapid Sports Center sponsored Mugen ATC360 with a solid rear strut suspension. Rocky's Mugen had the right combination of power, tires and suspension to win all his heats and semis, but came short Saturday by a tire length in the final. Sunday he went wide in the final turn of the main while in the lead and bumped with another rider driving under him, putting him out of the top five.

With over 20 riders entered, the program was run with two-qualifying heats from which 10 men would transfer from each heat to a semi. The top five riders from each semi would ride the main event to give a field of 10 riders.

During Saturday's action in the first semi, Lewis blasted out of the hole to grab the lead. The lead swapped during the race when lapped riders slowed the pace. Dresel held the lead for a while with his ATC450R, but Lewis was out front by a hair when the checkered flew.

In the second-semi Saturday, Erickson holeshot ahead of Jeff Kobliska (Hon ATC250) of Waterloo, Iowa and Dick Cool (Hon ATC250) of Stillwater, Minnesota. The Semi became a tire-hopping battle for the lead with Erickson and Kobliska, the finish looked even but it was Erickson who got the nod from the scorers.

The first three riders around turn one of Saturday's main event were Dresel, Erickson and Lewis. As they drove for the first turn on lap two, with tires squealing under braking and the picking up of the inside wheel, it was Lewis in the lead, followed by Dresel, Erickson, Kobliska and Cool. As they made the tight left onto the infield, the inside wheel slapped back to the ground and the front wheel became light under power. Dresel continued to have a lot of power on the straights, but had to struggle through the turns with his ATC450R. Dresel's problems in the turns allowed Erickson to tuck in behind Lewis. Lewis and Erickson were just about even at the finish, but Lewis out drove him to a very close win. Dresel took third, while Cool out-maneuvered Kobliska to fourth and fifth places respectively..

Sunday's heats produced Erickson and Jimmy White (ATC250) of Des Moines, Iowa as winners. White didn't show up for the Saturday event, but appeared to be a hot rider and something to contend with. Placing in the heats determined starting position on the line. It was a clear advantage to be on the pole because to pass, a rider had to go around an three-wheeler which sometimes had extended axles or wheel spacers, making it wider than stock. Saturday's main winner, Lewis, took second after a poor start from the outside.

Dick Cool holeshot the first-semi and by smart riding made it really tough for anyone to pass. On the last lap, however, Erickson grabbed the lead on the right-hander in the infield and rolled to a win ahead of Cool.

During the second-semi Lewis further learned how tough it is to pass from an outside starting position off the line. Jimmy White holeshot the race and rode it to a win, followed by Greg Moyer of Des Moines, Iowa and Kirk Lewis.

The final event Sunday was an exciter as 10 of the fastest three-wheelers roared from the starting line with Lewis up front, followed by White and Erickson. Before a full lap was completed, Erickson copped the lead from Lewis, with White dropping to third ahead of Gregg Moyer and Pat Dresel. Incidentally, Dresel was back in the race after roaching his ATC-450R on a borrowed ATC250. The race continued with Erickson in the lead, but the last turn before the finish was the killer as Erickson drifted through the turn with Lewis finding a place to stuff his front wheel. The riders bumped, Lewis took the checker, Erickson dropped out of the race with White, Gregg Moyer, Pat Dresel and Dick Cool taking the checkered flag in a procession of Hondas. The race isn't over 'till you cross the finish line, however, Erickson will be back for another race. *ATV*

Results

SATURDAY DEC. 5

THREE-WHEEL FINAL: 1. Kirk Lewis (Hon); 2. Rocky Erickson (Hon); 3. Pat Dresel (Hon); 4. Dick Cool (Hon); 5. Jeff Kobliska (Hon).

SUNDAY DEC. 6

THREE-WHEEL FINAL: 1. Kirk Lewis (Hon); 2. Jimmy White (Hon); 3. Gregg Moyer (Hon); 4. Pat Dresel (Hon); 5. Dick Cool (Hon).

Interest grows at Carnegie for Odyssey/three-wheeler racing

By Bill Cather

LIVERMORE, CA, DEC. 6

It was the second Odyssey/three-wheeler race for CR Race Promotions at Carnegie SVRA. Rider turnout for the second race was up almost 25% as there were over 60 entries for Sunday's race. Surprisingly, there was almost an equal turn out of both Odysseys and three-wheelers.

The first race of the day were the Modified Odysseys or often referred to as simply Class 3 Odysseys. The leading car out of the first corner was driven by Leo King followed by the other six cars. Halfway through the race Steve Tillman managed to get by a few cars after a poor start, then with less than a lap to go while preparing to pass the leader, he lost a rear tire which cost him a decent finish in the first of three heats. King won the first heat and turned around and won the second of three heats. In the third and final heat of the Modifieds, Mitch Kurtela edged out Tillman while King had to pull off the track for a quick repair.

The most exciting race of the day had to be the Stock Odyssey class. Over 15 Odysseys lined up side by side ready to race for the first corner at the drop of the green flag. For all three starts everyone in the pit area would come to the starting line to see if it were actually possible for 15 machines to get around the corner without someone getting sideways, and wiping out the rest of the field. To everyone's amazement all the cars made it for all three heats.

Since all the machines are the same in the Stock Class, its not a question of who has the best suspension, or who has the fastest car, instead the question was, who is the best driver? The less experienced drivers were somewhat timid in the way they worked their way around the three quarter mile, 12 turn course. After three heats of racing, Frank Munroe proved himself the dominante figure followed very closely by Stan Cargo.

The Super Stock Odyssey class was an interesting statistic. Anyone racing in this class showed an ambition to rework their stocker, the problem was that their ambition didn't correspond to their mechanical skills as only three out of nine finished.

Without a doubt, the track at Carnegie draws more three-wheelers than any other track in northern California. The reason most say, it because the track has been designed exclusively for Odysseys and three-wheelers. Most of the three-wheel racers showed good control over their machines, however, many wanted to show their skills by riding wheelies out of the "pit," and many also demonstrated how to do a perfect flip.

Ridership is expected to continue to increase as promoter Clark Rupp gets more races scheduled. Almost everyone seems to be genuinely enthused about the new track for a relatively new sport. Clark has two races scheduled in January, one on the 10th and the other on the 31st. If you have any questions he can be reached at 415/489-3094. *ATV*

Results

CLASS 1 STOCK: 1. Frank Munroe; 2. Stan Cargo; 3. Mike Roderick; 4. Chris O'Burgin.

CLASS 2 SUPER STOCK: 1. Ron Baker; 2. Steve Crowley; 3. Ron Yates.

CLASS 3 MODIFIED: 1. Mitch Kurtela; 2. Leo King; 3. Steve Tillman.

70-125 THREE-WHEELER: 1. Troy Mandaville (Hon).

126-200 THREE-WHEELER: 1. Bob Derwilliger (Yam); 2. Danny Jensen (Hon); 3. Mike Sutton (Hon).

201-305 THREE-WHEELER: 1. Richard Cooper (Hon); 2. Russell Shockey (Hon); 3. Robert Dupree (Hon).

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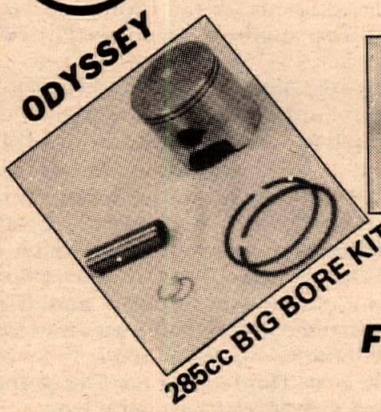

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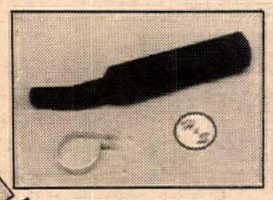

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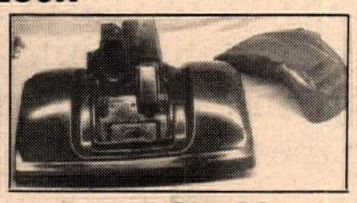

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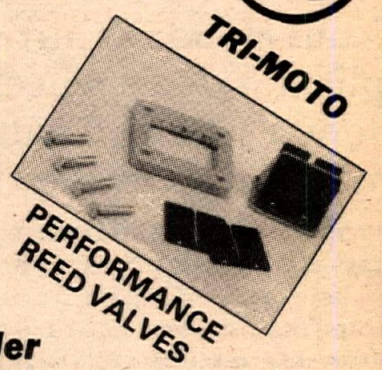

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(Top) Kelly Johnson (4) jumped out to a quick start ahead of Mark Weixeldorfer, only to have it short lived. (Above) The mud played an important part in the race, number plates were very hard to read, but that didn't stop the 150 rider turnout.

Three-wheelers/ Odysseys transfer to Kingdome

By Lance Bryson

SEATTLE, WA, DEC. 6

Team Honda's Curtis Sparks and Dean Sundahl split the three-wheel class wins, while Hillside Honda's Paul Breunig and Eddie Brown flat put it to the Odysseys in the Northwest Challenge/

Kingdome qualifier at Thurston/ Grays Harbor ORV Sports Park.

There were 150 hard core racers that showed up to defy the threatening skies and cold weather to produce the best ATV racing Seattle has ever seen. The Northwest Challenge was however, not just any race, but a race to qualify for the Kingdome Supercross National February 13-14. The Kingdome will not be just a halftime show, but a full blown race.

Thurston/Grays Harbor ORV Sports Park has a surrounding area of 170 acres, with nothing but beautiful fur trees surrounding the one mile sandy track. Doug "Coyote" Richards had all angles covered while preparing everything for this race and despite the rain everything came off like clock work.

Practice seemed to be the toughest challenge of the day, with the amount of rain the track took in things got a little thick to say the least. Team Honda's crew came to realize that they did not have the right set up and tire changes were in order. Balloons were the hot tip.

Two qualifying heats were run in each class in which the top 10 would qualify for the Kingdome. Tension was high; everyone wanted not only to go to the Kingdome, but everyone wanted a shot at the California boys. The first main up was the 126-200cc class.

Sparks jumped out first followed by local hotshoe Mickey Dunlap. Even though Sparks pulled out an eight bike lead at the halfway mark, Dunlap twisted his 185s to the limit. Derek Dahl following in third and also Honda mounted, had his sights set on Dunlap. Mark Chapoux and Dennis Dahl rounded out fourth and fifth. Dunlap seemed to make up some time over Sparks, but it was too late; Sparks took first, Dunlap second, Derek Dahl third with Mark Champoux fourth.

The 200-250cc class promised to be an out and out war. Three hot northern riders, Alan Todd, Rob Ohge and Kelly Johnson were pitted against Honda's top three, Dean Sundahl, Mark "Wax" Weixeldorfer and Mike Chester. As the gate dropped it was Johnson jumping out first followed by Wax, Ohge and Sundahl. By lap two Wax had taken the lead with Sundahl in second. Todd pulled into third with Ohge fourth and Johnson moving to fifth. Sundahl and Wax battled back and forth, but it was Sundahl who set up Wax on a nice outside pass. Sundahl brought home top honors with Wax second, Todd third, Ohge fourth with Johnson fifth.

The Stock Odyssey class proved to be a two brother duel. Mike Hawkings and Jim Hawkings battled like any other two brothers. Ronald Scollard and Jim Huff, however, were right there in the hunt waiting for that moment when they could make their move. It never happened though. Mike took the win followed by Jim Hawkings with Scollard and Huff rounding out the third and fourth spots.

Hillside Honda's Paul Breunig proved to be the overall winner in the Super Stock Odyssey class. Timothy Hyland and Sonny Mark seemed to be the fast guys as they got out of the gate first. Breunig at first seemed to be out for a Sunday drive just taking his time

(Top) Mickey Dunlap proved to be a top contender, second 0-200cc class. (Above) Dean Sundahl mastered the mud without much trouble; Wax follows.

but after watching him one could tell that he had a handling advantage over the other cars plus an added horsepower advantage. The Hillside Honda car seemed to glide across the course instead of an out of control style-result, Breunig first, Hyland second, Mark third, with Wayne Gilmore fourth.

The final qualifier of the day came in the Super Modified Odyssey class. These guys can flat wick it with the amount of horsepower these cars have. Hillside Honda's Eddie Brown seemed to be the man to beat. Brown has raced Odysseys for quite some time now and has what it takes to be a winner. There were really only two men to give Brown any kind of challenge: Ted Winkle, another Hillside Honda driver, and Roger Stanley, who is, by the way, a mechanic for Mickey Fay, the flat tracker. Stanley (who drives for Larry Wilkson Automotive) had one fast car, but Brown and Winkle had just a tad more horsepower. Brown's Hillside car attracted quite a bit of attention after the races. For sure it was the nicest. Brown first, Winkle second, Stanley third with Gene Yakovich fourth.

One thing that I think needs to be said, the "Coyote" put on one of the finest programs I've ever attended, first class all the way. The man knows what it takes to put on a first class program, and it was reflected by the way the Northwest Challenge race came off. If there are any of you out there thinking about starting an ATV program, this would be the man to help you. *ATV*

Results

THREE-WHEELER

0-125: 1. Don McColley; 2. Frank McLucas; 3. Ernie Mashburn; 4. Tim Pitch.

125-200: 1. Curtis Sparks; 2. Mickey Dunlap; 3. Derek Dahl; 4. Mark Champoux; 5. Dennis Dahl; 6. Scott Lium; 7. Robert Maestas; 8. Stephen Cleveland; 9. Dale Hanson; 10. Marty Hamilton; 11. Jerry Marcy; 12. Paul Sass.

200-250: 1. Dean Sundahl; 2. Mark Weixeldorfer; 3. Alan Todd; 4. Rob Ohge; 5. Kelly Johnson; 6. Rick Brehm; 7. David Leenhouts; 8. Tim Welsh; 9. Michael Chester; 10. Jay Hamilton; 11. #111; 12. Lester Vanek.

YOUTH/POWER PUFF: 1. Christel Whyte; 2. Melody Milbourn; 2. Sandy McColley; 3. Julie Butterton; 4. Denise Butterton; 5. Carol Buser.

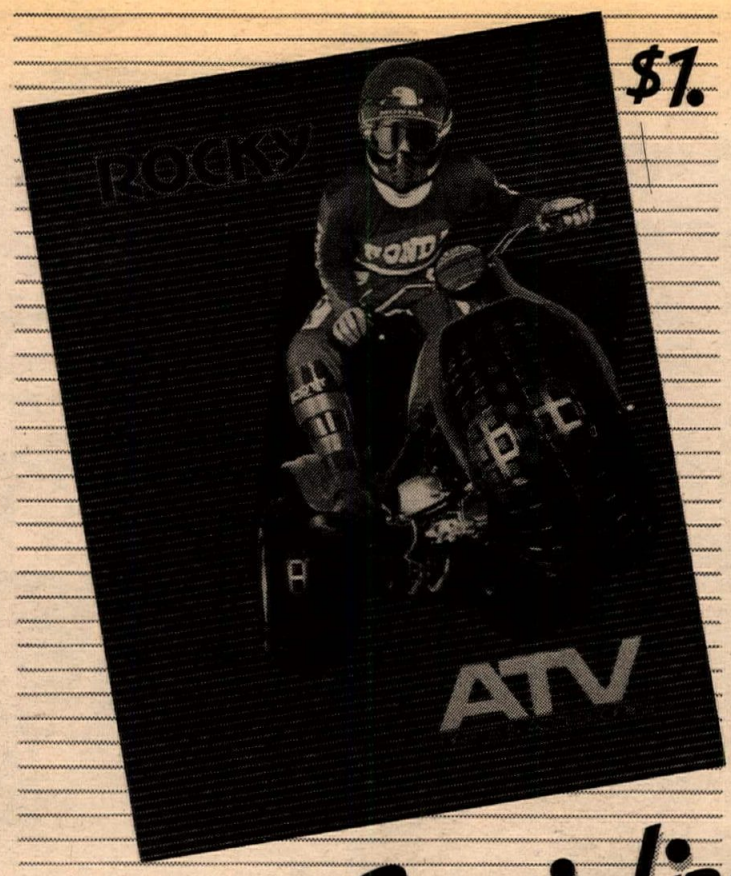
ODYSSEY

STK: 1. Mike Hawkings; 2.Jim Hawkings; 3. Ronald Scollard; 4. Jim Huff; 5. Bryan Flyolek; 6. Randy Clark; 7. Doug Herzog; 8. Al Blanchette.

SUPER STK: 1. Paul Breunig; 2. Timothy Hyland; 3. Sonny Mark; 4. Wayne Gilmore; 5. Ted McKinnon; 6. Dennis Delong; 7. Rick Watkins.

SUPER MOD: 1. Eddie Brown; 2. Ted Winkle; 3. Roger Stanley; 4. Gene Yakovich; 5. Gary Carmichael; 6. Ted Walters; 7. Ray Clover.

YOUTH/POWER PUFF: 1. Dustin Delong; 1. DeCie Gilmore; 2. Dianna Bodle; 3. Pam McAffrey; 4. Lee Whitley; 5. Brenda Felts; 6. Bernice Nichols.



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(Above) Yamaha's hope in the 250cc class lies with 3-B Lightning's Steve Wright, who leads here. (Below) Robbie Lee nails it out of turn two.

CMC kicks off Golden State mud-o-cross

By Lance Bryson
IRVINE, CA, JAN. 3

Team Honda's Dean Sundahl put in a 1-1 score to out ride the 250cc Expert class in the first running of the Continental Motorsport Club Golden State Series at Saddleback Park.

Approximately 40 riders turned out to do battle today along with 8000 motorcycles and spectators alike. Due to the rain the past week, Saturday had been canceled, due to the fact that when it rains no one is able to get in. Saddleback Park had just built a new ATV track but was unable to run on it due to the fact that they had so many events happening, the three-wheelers ended up running on the off-road course. CMC is also running their event on the levels of Junior, Intermediate, and Expert, with today's biggest class being in the 250cc Experts.

The first race was a combination of the 110, 200 Jr. and the 200cc Intermediates. As the flag dropped, Lonnie Oroso riding a Premier Yamaha water-cooled 175cc blasted away first. Oroso, however, didn't waste any time putting distance between himself and second place John Neary. Oroso's 1-1 score gave him the overall with Neary's 2-2 finish for second in the 200cc Intermediate. The 200cc Juniors Dale Little and Scott Gavley battled in both motos, but in the end it was Gavley getting the nod with a 1-1 finish, with Little putting in a 2-2 score for second overall.

The 200cc Expert class proved to be an outstanding battle between Honda's Tom Gaian and Curtis Sparks. In the first heat Gaian (Hon) jumped out in front followed closely by Sparks (Hon) with Marty Hart (Yam) from Louisiana, now a 3-B Lightning team member, following Hart was Tim Hoy (Hon). Sparks seemed to be having trouble in several of the turns, as it turned out the bike was two inches shorter than stock. "I had trouble around the whole track. We were trying a few things different, and as you saw it didn't work well," commented Sparks. Hart on the other hand looked like he was having handling problems and started to drop back on his 125cc. "I felt funny sitting on the line, something just didn't feel right. I started checking out the bike when I noticed a crack in the frame, by that time the flag dropped so I went for it. About half-way through the race the frame cut loose," replied Hart after moto one.

The second heat saw Sparks jump out first followed by Gaian. Gaian made several moves to get by but the mud took its toll on his goggles, and was forced to take a back seat finish. Spark's 2-1 score was good enough for the overall with Gaian's 1-2 finish good for second. Hoy's wide open style landed him third.

Bob Briggs (Hon) put in an outstanding ride to land a 1-1 score in the 250cc Jr. class. Glen Elliott (Hon) and Kevin Lee Harvard, traded off second place finishes but it was Elliott nailing down the second place with Harvard's 4-2 score good enough for third. All of these riders were flying and the way they looked, it should be no time before they move up to Intermediate.

The 250cc Intermediate class had mud flying everywhere. George Ferrie (Hon), Gary Menefer (Hon), along with Robbie Lee who has just stepped up to the big boy class on a Honda and Mike Tarter (Hon), had their throttles twisted.

In the first heat Ferrie jumped out in front followed quickly by Menefer with Lee and Tarter following closely behind. Ferrie has got to have one of the most WFO styles I've ever seen. Memefer, on the other hand was smooth and in control. The mud however, played a major part in this heat as Menefer got roosted with mud in the face and was never really a threat for first.

The second heat was different. Menefer and Ferrie put on a heck of a show with their side by side battling. Lee seemed to be lurking in the background just waiting for the right moment. With three laps left, Ferrie made a mistake when he got into the mud and slowed him down. Menefer went ton to win, also the overall. Lee followed in for second and Ferrie's wide open style was enough to salvage third.

Honda's Dean Sundahl put on a crowd pleaser race to nail down the top spot in the 250cc Expert class. The

(Top) Tommy Gaian (21) leads Curtis Sparks out of turn four to take a 1-2 score for second overall. (Above) Sundahl on his way to victory lane.

biggest excitement of the day came at the start when the only Yamaha mounted rider, 3-B Lightning's Steve "Wound Too Tight" Wright riding a new 250cc Mono they built, blew all the Honda riders off at the start. Wright who had been testing this little puppy for about a month, showed the folks that Yamahas can do the job. Wright led out of turn one followed by Rodney Sherenhelm (Hon), Mark "Wax" Weixeldorfer, Curtis Sparks (Hon) and Dean Sundahl (Hon). By lap four of the 10 lap race, Sundahl had moved to second past Sparks and Wax. By the sixth lap Wright's brakes started to let go, Sundahl moved to first followed by Sparks and Wax with Wright making the best out of fourth to end the first heat. "Wright and I had a good battle going for a little bit. After I got by him there was this mudhole right before the jump. I held the gas wide open, I was trying to shift into another gear when Wright went by me. I had to either pull in the clutch or back off and shift. I didn't really want to do either but things worked out OK. It's so darn muddy out there," replied Sundahl.

Moto two saw Wright get hit off the line and onto the ground. By the time he remounted it was too late. Sundahl, Wax and Sparks took care of the top three slots with George Neary filling in the fourth position. Sundahl pulled away which left the battle for second. Wax played the block game on Sparks, as it was quite clear Sparks was the faster man, but with the mud Sparks was unable to get by. Wright, on the other hand, let it all hang out to finish eight and fifth overall. *ATV*

Results

110: 1. Sam Coe.
200 JR: 1. Scott Gavley; 2. Dave Little.
200 INT: 1. Lonnie Oroso; 2. John Neary.
200 EX: 1. Curtis Sparks; 2. Tom Gaian; 3. Tim Hoy; 4. Marty Hart.
250 JR: 1. Bob Briggs; 2. Glen Elliott; 3. Kevlin Harvard; 4. Mike Anderson.
250 INT: 1. Gary Menefer; 2. George Ferrie; 3. Robby Lee; 4. Mike Tarter.
250 EX: 1. Dean Sundahl; 2. Mark Weixeldorfer; 3. Curtis Sparks; 4. George Neary.

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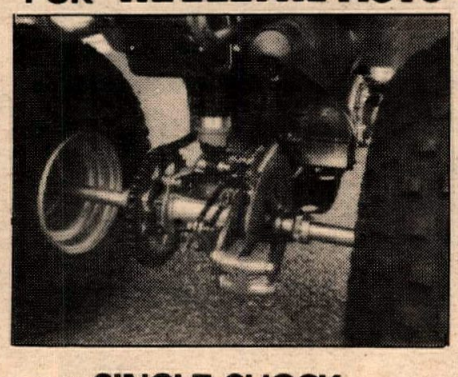

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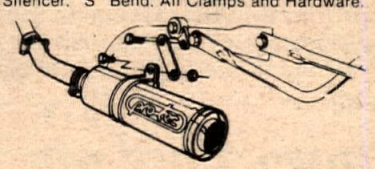

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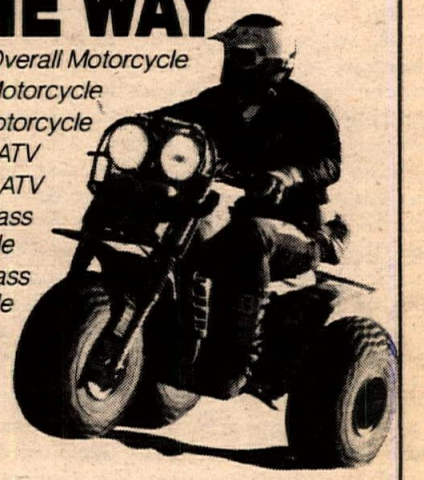

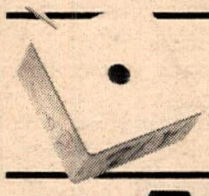

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(Top) Tom Brown (329) keeps the power on in Class 5 action, Jack Kelly and Michael Brown follow in hot pursuit. (Above) Jack Lord (1) leads the 250cc Junior and Intermediate class.

Brown, Lord win at Carlsbad golden State warm-up

By Myron Hemley

CARLSBAD, CA, NOV. 28

Tom Brown took the Class 5 Odysseys with a 1-4 with Brad Lord finishing with a 2-1 to win the 250cc Intermediates at the Continental Moto-sports Club Carlsbad Golden State warm-up.

Class 3 and 5 Odysseys ran together in a 10 lap double moto race. In the first moto Jack Kelley took the lead in his Class 3 buggy over Bob Morris, Tom Brown (Class 5) and Michael Brown, also in Class 5. Tom Brown powered his way into second passing Morris through the S turns in a three way battle for the lead. Tom Brown stayed within a one car length of Kelley till the eighth lap when he passed Kelley to take the lead and the win over Kelley, Morris and Michael Brown.

In the second moto Tom Brown took an early lead over Morris and Michael Brown. Tom Brown had opened a six second lead by lap two, leaving the battle for second between Morris and Michael Brown. Michael Brown passed Morris on the next lap to move into second. Michael Brown started having engine troubles at the start of the seventh lap and was re-passed by Morris. Tom Brown finished with a 10 second lead over Morris and Michael Brown pulled off the track at the end of the ninth lap.

Three Wheelers

Intermediate rider Brad Lord took the lead at the start of 250cc Juniors and Intermediates over Bill Godfrey (Int.), Kevin Archant (Int.), Darryl Freeman (Jr.), John Koretoff (Jr.) and Michael Tarter (Int.). Godfrey moved into the lead halfway through the first lap passing Lord. Archent and Freeman both pulled off the track after the second lap with mechanical problems. Koretoff took over third after dicing with Elliot through laps three and four. Elliot lost one more position when he was passed by Tarter for fourth as Godfrey held onto his two second lead over Lord for the win. Koretoff finished third in the moto, but first in the Juniors. Tarter took a fourth and Elliot fifth.

Elliot took the holeshot in moto two over Lord, Godfrey, Archent, Tarter and Koretoff. Elliot lost the lead to Lord and Godfrey and Archent dropped him to fourth. Archent passed Godrey in the S turns of lap three for second. Godfrey lost two more spots when he slid out on the fourth lap. Elliot was forced to drop out of the race after five laps with engine failure. Godfrey started working his way back through the pack as he passed Koretoff and Tarter. Godfrey then regained second, passing Archent on lap seven. Archent was forced to pull out on the next lap due to engine troubles. Lord took the win over Godfrey, Koretoff, and Tarter.

Results

ODYSSEYS

CLASS 1: 1. David Thompson (Hon); 2. Myron Hemley (Hon); 3. Bill Long (Hon).

CLASS 2: 1. Bud Gocker (Hon).

CLASS 3: 1. Bob Morris (Hon); 2. Jack Kelley (Hon).

CLASS 5: 1. Tom Brown (Hon); 2. Michael Brown (Hon).

THREE-WHEELERS

70: 1. Michael Williams (Hon).

110: 1. Charley Kleen (Hon); 2. Brian Claunch (Hon); 3. Danny Rego (Hon).

185 JR: 1. David Little (Hon); 2. Mark Jerrell (Hon).

185 INT: 1. Terk Bass (Hon).

250 JR: 1. John Koretoff (Hon); 2. Glen Elliot (Hon); 3. Darryl Freeman (Hon).

250 INT: 1. Brad Lord (Hon); 2. Bill Godfrey (Hon); 3. Michael Tarter (Hon).

AATCC final event: Three-wheeling in Georgia

By Joel Reasons

JACKSON, GA, NOV. 22

The 1981 Atlanta ATC Club dirt racing season came to an end at Jackson Raceway, as riders from all over Georgia and northern Florida made this event on the club's new track a tremendous success.

Tim Danner showed the riders of the Three-Wheel 120cc class how he could pilot his little 70cc around the infield section to win both heats and the final.

When the Three-Wheel 220cc class came to the line for their first heat, it was Mark Rhyne beating Greg Mann, and Pat Loeffler around half of the 3/8th mile oval to turn one. As the riders diced it out the battle in the infield section saw a slow start first timer, Shay Ingle, pursuing Mann and Loeffler, to finish the heat in third.

Next came time for the first of two heat races for the Three-Wheel Open class. On the line were 250R's and 185S's. As the flag dropped all riders roosted around the track in road race fashion, because the track had just received additional water for dust control. Off the oval and into the infield was the order of Terry Hartley, Charles Dutton, Joel Reasons, and Mark Rhyne. The 250s were screaming over the TT style jump as the spectators cheered their favorites. Lap two saw Reasons overtake Dutton for the second position, leaving the heat finish order at: Hartley, Reason, Dutton and Rhyne.

In the Three-Wheel 220cc final, Mark Rhyne made a tremendous dominance of his class as he came up from a third place start on the finish lap to first place by lap two. Once Rhyne passed the previous leaders, it opened the way for him to leave the pack. The pack continued to stay within passing range of one another as Loeffler, Mann and Ingle struggled for that second spot. At the checkered, it was a near photo finish with first timer, Ingle, taking second by one foot over Loeffler.

The next exciting final was the Three-Wheel Open class. The previous two heat races had stacked up points that gave Hartley, Reasons and Dutton the front row grid position. The green flag dropped and it was an all out drag race down the short track oval. Hartley was quick off the line to give him the lead around the oval, while Reasons went to the outside of Dutton to beat him to the infield entrance. There was clearly a battle between Hartley and Reasons for the lead as they worked their way away from the battle of Dutton and Rhyne for third. Reasons stayed within seconds of Hartley, waiting for a mistake so that he could pass, but Hartley was piloting his 250R very consistently, and ended with the win.

All the riders and members certainly enjoyed the day's racing, as the enthusiasm was apparent in the pits as competitors compared notes between heats and finals. The club is very proud of their new track and anticipates a very strong start again in early spring of 1982.

Results

THREE-WHEEL 120: 1. Tim Danner (Hon); 2. Tony Dorsett (Hon); 3. Donny Mize (Hon); 4. Arnold Danner (Hon); 5. Robert Horvieth (Hon); 6. Charles Dutton (Hon).

THREE-WHEEL 220: 1. Mark Rhyne (Hon); 2. Shay Ingle (Hon); 3. Pat Loeffler (Hon); 4. Greg Mann (Hon); 5. Cam Lummus (Hon).

THREE-WHEEL OPEN: 1. Terry Hartley (Hon); 2. Joel Reasons (Hon); 3. Charles Dutton (Hon); 4. Mark Rhyne (Hon).

ODYSSEY 1: 1. Shay Ingle (Hon); 2. David Kilgo (Hon); 3. Lester Peek (Hon).

DePhilips is De Champ at Three-wheel/Odyssey race

By Sue Senn

RIVERSIDE, CA, NOV. 30

Tony De Philips, on a Class 5 185S Honda ATC, claimed the overall in the Three-Wheel/Odyssey race at Southland Racing Association's 1981 calendar wind up at Riverside Raceway.

The entrants started on four separate lines. The first was for Class 5 Three-Wheelers which included 141-210cc Three-wheelers, and Class 8 Three-Wheelers, which were 211-Open class. Also on line one were the Class 5 or Unlimited Odysseys.

The second line was all Semi-Modified Odysseys, Class 2. The third line was all three-wheelers, starting with Class 2 (125cc Tri-Motos), Class 3 (Modified 91-115cc), Class 4 (116-140cc), Class 5 (141-210cc) and Class 6 (Stock 200cc). The fourth line was all factory stock Odysseys.

Roland Dean took the lead on his 250cc Super Modified Honda ATC. Dean looked as if he had this overall sewed up as he flew over the course apparently uncontested. Just as Dean passed the finish area on the third lap, he hit a rut and lived up to his name, and literally rolled his vehicle and his self down the straightaway which delighted the spectators. De Philips passed Dean with a little wave and an impressive wheelie as he took over the lead.

A sleeper on a 125cc Tri-Moto who started on the third line was working his way up. East West M.C. member Keith Senn was running far back in the pack on the first lap. On the second lap he battled with Rick Kubesh for fourth overall three-wheeler. Senn passed Kubesh and gassed it after the leaders, DePhilips and Dean.

Greg Johns and Tom Cheeks were providing each other and the spectators the thrill of the day with their side by side battle, for first Odyssey. The pair started on line two side by side, and that's how they stayed for the entire race. Johns led slightly for the first three laps with Cheeks right on his rear fender. Johns was using all his talents to hold the speedy Cheeks at bay. The two were definitely the hot shots of the race, as they pushed theirselves and their machines to the limit. On the fourth of the six laps, Cheeks moved out slightly and the grinding, bouncing and bumping continued. Lap five, the white flag lap, found Cheeks still in the lead with Johns still determined, however, the win fell to Cheeks.

SRA's own little Missy Fisher, started on line four and was moving up quickly. She was soon intermingled with the line three racers, as Missy flew over a jump and became airborne, she watched a fellow Odyssey racer go out of control and roll over several times. This, plus the fact that she realized that she was just as out of control, left the 13-year-old quite shaken. Her dad, Marty, missed his daughter's start and finish while giving first aid to an injured rider from the previous race. Besides being president of SRA, Marty is also an Emergency Medical Technician, which requires much of his time, most of the time.

DePhilips hung on for the checkered, being first overall followed by Dean. Cheeks took third overall, first Odyssey followed by second Odyssey, Greg Johns. The third three-wheeler, first Class 2 was Keith Senn followed by Class 2 Odyssey Chris Yates.

The gals had a good showing and finished in the top ten. Little Missy spectated after her shake up and rooted for her friend Debbie Kendrick, who took first gal in Class 1. Beverly Carr took first gal in Class 2.

SRA has opened up this brand new division and it certainly looks as if it will be a popular one. It has been met with a great deal of interest and enthusiasm, especially from those who enjoy bouncing, rolling and just having a great time. *ATV*

Results

THREE-WHEELER

CLASS 5: 1. Tony DePhilips (Hon).

CLASS 8: 1. Roland Dean (Hon).

CLASS 2: 1. Keith Senn (Yam); 2. Tim Kubesh (Yam); 3. Mike Kelly (Yam).

CLASS 4: 1. Daniel Williams (Hon).

CLASS 6: 1. Dan Miller (Hon); 2. Jan Buijnink (Hon); 3. Rick Kubesh (Hon).

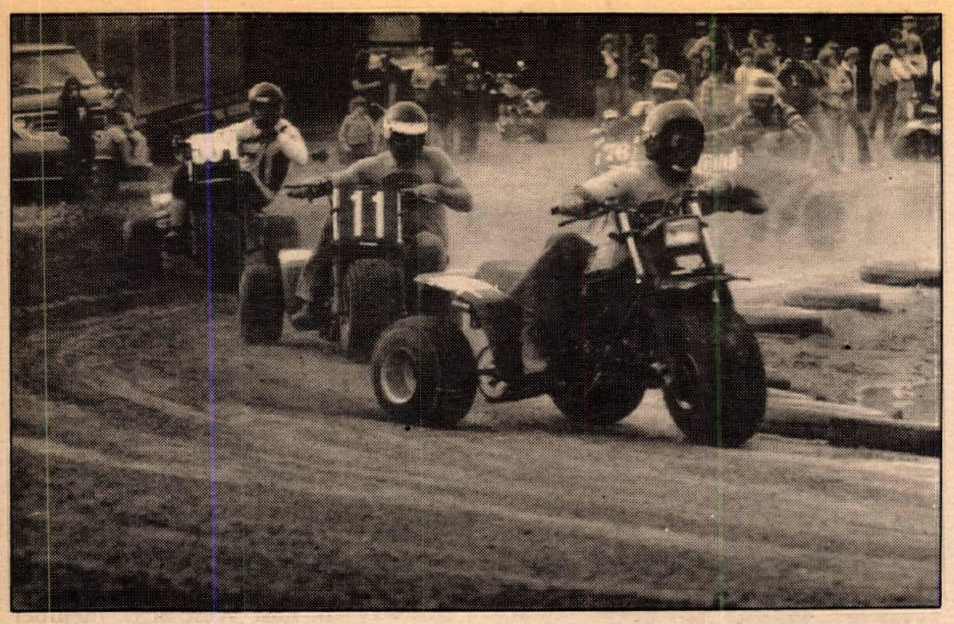
CLASS 3: 1. Dave Berry (Hon).

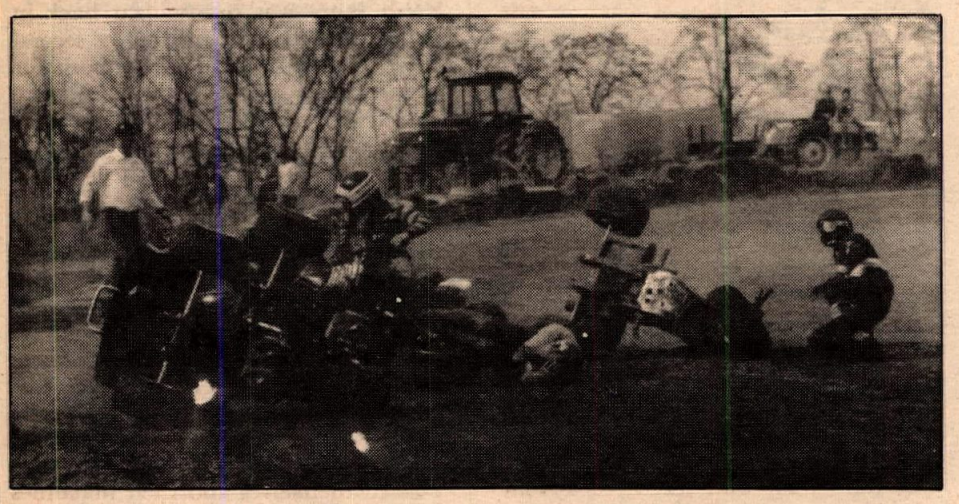
ODYSSEY

CLASS 2: 1. Tom Cheeks; 2. Greg Johns; 3. Chris Yates; 4. Gene Stumbough

CLASS 1: 1. Robert Bowers; 2. Mark White; 3. Debbie Kendrick.

CLASS 10: 1. Dean Duff.





(Top) Dennis Cox leads the 250cc action, ahead of Roger Fisher (11) and company. (Above) Another class of 250s are having somewhat of a problem.

Fisher tops Brownsville

By John Gilliand
Photos by Ricky Presley

BROWNSVILLE, TX, NOV. 15

The racing action was fast and furious in the 250cc class with restarts being the order of the day. Riders from five states gathered at Brownsville's one-tenth mile oval, to race for money and bragging rights in the area.

In the 70cc Modified class Keith Haywood and Pat Hughes ran wheel to fender in the first five lap heat, with Haywood taking the win. In the second heat, Hughes took it by a bikelength. In the 10-lap feature, Haywood grabbed the holeshot and held Hughes off for 10 exciting laps, the riders never more than one bikelength apart.

In the 110cc Modified class, Chris Richards, riding a Big Hatchie Racing-sponsored machine, grabbed the holeshot and led all five laps of the first heat followed across the line by Daryl Lamkin on another BHR bike. Right on their heels came Judson Farrow and Joseph Farrow, twin brothers, racing under the L&W Cycle Shop banner.

In the second heat Lamkin powered to the front and ran away from everybody, followed by Judson Farrow, Joseph Farrow and Chris Richards, with Lee Weatherholt a lap down.

In the 10-lap feature, Lamkin was unable to start due to a broken arm suffered in the second 200cc heat. Richards came away with the holeshot and led nine and three-quarter laps before a spectacular crash sent him to the hospital with a dislocated shoulder. A hard charging Joseph Farrow finished first with his brother Judson Farrow in tow.

The first heat in the 200cc Modified class saw Daryl Lamkin run away and coast to an easy win with Pat Hughes finishing second on another BHR-sponsored machine. Lee Wright finished third with David Littlejohn and Heath Ivy, taking fourth and fifth. In the second heat, Pat Hughes got away clean and proceeded to open a half lap margin on the field. On the second lap Lamkin overcooked turn two and endoed, sending him to the hospital with a broken arm. Hughes coasted the rest of the way with Littlejohn, Ivy and Wright finishing in that order.

The 10-lap feature was a rerun of the second heat with Hughes running away early followed by Littlejohn in second place.

The 250cc class saw eight riders head for the first turn with Dennis Cox coming out of turn two in first place followed closely by Randy Burke, Roger Fisher and Sam Ivy. Lap two saw a rider leave the track and a restart take place. Lap three saw two riders leave the track with another restart. After the second restart the riders calmed down somewhat with Fisher coming across the finish line first followed by Cox, Ivy, Burke, Phillip Barker, Jimmy Clark, Terrell Hughes and Paul Adams.

The start of the second heat was marred by a three bike pile-up at the start, as Cox jumped the flag and was hit by Blark who had gotten sideways out of the hole. One restart and two headlight assemblies later, smooth riding Roger Fisher, on a BHR machine finished first with Randy "Berzerko" Burke taking second. Barker, Ivy, Clark, Hughes and Adams finishing close with Cox unable to restart due to a bent axle.

What should have been the tightest race of the day was settled early with Burke jumping the flag and being sent to the back, leaving Fisher to get out front and motor away with Ivy finishing second. *ATV*

Results

70 MOD: 1. Haywood (Hon); 2. Hughes (Hon).
110 MOD: 1. Farrow (Hon); 2. Farrow (Hon).
185-200 OD: 1. Hughes (Hon); 2. Littlejohn (Hon).
250: 1. Fisher (Hon); 2. Ivy (Hon).

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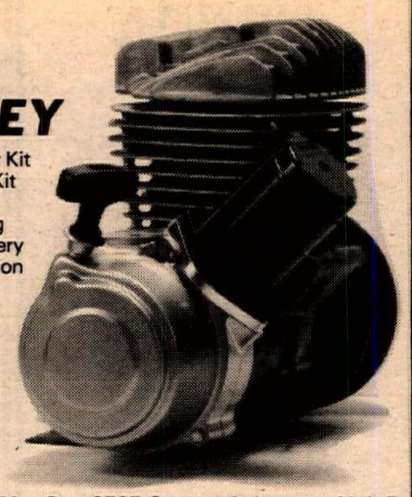

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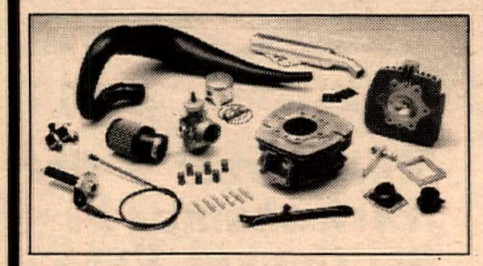

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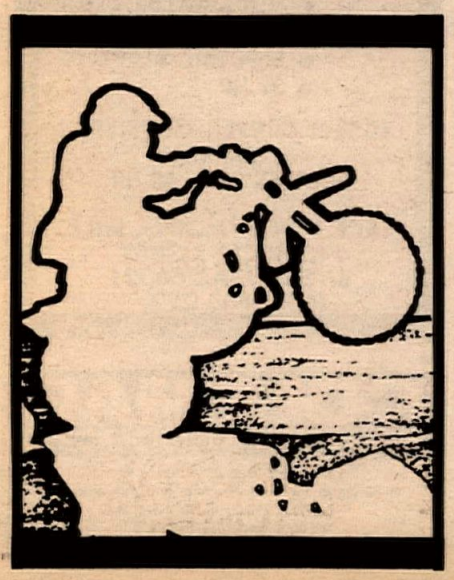

Karl crunches Sunset Ramblers three-wheel hare scrambles

By Rick McWaters
Photos by Robert Miller

GALION, OH, DEC. 13

Eric Karl, riding a Honda 250R, took the number one spot in the 200cc and up Heavyweight class at Sunset Ramblers three-wheel hare scrambles. Karl, riding out of New Washington, OH, quickly pulled the holeshot over the rest of the field of competitors. Karl never let up and his performance was flawless all the way to the checkered.

Great credit must go to Richard Pangborn who took the Lighweight 0-200cc class win. Pangborn rode like lightning and completely dominated that class.

A special thanks goes out to Theil's Wheels of Upper Sandusky, OH, who handed out gift certificates to the top winner in each class.

Results

HEAVYWEIGHT 200cc-UP: 1. Eric Karl (Hon); 2. David Reed (Hon).

LIGHTWEIGHT 0-220cc: 1. Richard Pangborn (Hon); 2. Tom Lohr (Hon); 3. Charles Long (Hon); 4. Rich McWaters (Hon).

Mills, Kraft — flat track champs at Southways Race Park

By Maureen Daspit Daniels

PICAYUNE, MS, DEC. 12

Despite 24 hours of rainfall and continuing misty conditions with cold temperatures Saturday night, flat track races still went on at Southways.

Jessie Mills on his "mean machine," a modified Honda 185 three-wheeler along with five local riders on stock Honda 185s and 200s, showed up to compete on a wet and muddy track.

Being the only modified class rider of the night, Mills started in a grid position approximately 200 feet behind the stock class riders. Early entries determine the better grid positions for the first heat. As the riders lined up Rusty Loveless was in Grid Position number one with "wild and crazy man," Robert E. Brandon, Jr., in position number two.

As the green flag was slowly lowered then raised, all riders were off to a good start. Ending the first lap Mills had already moved up to third. Loveless held on to the lead but James Kraft moved into third really pressuring Loveless. On the third lap, Kraft passed Loveless for the lead where he held his ground to the finish. During this first heat Eddie Seal pressured Loveless for second and midway of the heat he overtook Lovelss, holding second to the checkered. Seal was followed by "wildman" Brandon, Loveless in fourth and Larry Lott fifth.

In the second heat, Kraft being the winner of the first heat had to start in the last place grid position. During the very first lap Kraft had already gotten around four other riders into third place. On the second lap, Mills as mentioned before, after starting way back was now leading the stock class riders. Also on the second lap Kraft passed Seal and Loveless for first. On the third lap, Lott pulled off the track with problems. Kraft, Seal and Loveless remained first, second and third respectively, until the eighth lap when Loveless pulled off the track, leaving Brandon the advantage into third, following Kraft the winner, and second place rider Seal. Mills lapped every rider before the checkered finishing way ahead of the stock class riders once again. Of course, Mills would be given a separate first place trophy providing he beat the stock class riders, not affecting the first place trophy given in the stock class.

In the last heat, Kraft started in first place grid, Seal in second. On the third lap Brandon passed Seal for second and all positions remained the same through the flagging of the checkered. Mills once again led the entire pack.

Results

185 MODIFIED: 1. Jessie Mills (Hon).

185 STOCK: 1. James F. Kraft (hon); 2. Eddie Seal (Hon); 3. Robert E. Brandon, Jr. (Hon); 4. Rusty Loveless (Hon).

Santee takes inaugural Gran Prix Hare Scrambles

By Robert Lisey

CANAL FULTON, OH, DEC. 6

Dave Santee, on a 250R Honda, bested 45 other three-wheelers to win the inaugural Gran Prix Hare Scrambles run for ATVs. Ideal weather and a perfect track greeted the mostly Novice race crowd to this dynamic fast growing sport of ATV racing.

The race, a 50 minute plus one-lap endurance event, was run on a one mile hare scrambles track featuring; flat and banked turns, mudholes, tight woods sections, and numerous jumps. Racers, divided into five classes paying six trophies, were started motocross style behind a raised starting gate and all ran together.

The experienced riders knew what to expect, and this allowed Santee to pull out the holeshot on his Honda. Santee never relinquished his lead as he rode a spectacular race to take the checkered flag. With his throttle seemingly wired open, Santee proved to be a real crowd pleaser as he soared off jumps and pulled WFO berm shots.

Several hundred spectators gathered to view the exciting 20 minute opening race featuring Honda Odysseys. These buggies were thrilling as they flew off jumps and ran wide-open thru banked corners. Running a conservative race, Casey Dutteer, saved both his body and his machine needless punishment as he led from gate to finish. Ed Steinbacher was pressing hard until he collided in a banked corner and performed a perfect 360° endo (which the crowd loved). Although out of contention, Steinbacher pushed his machine, and proceeded to put on an acrobatic display of jumps and slides attempting to catch Dutter. Steinbacher held the airborn time record off jumps before flattening a front tire.

Almost 50% of the entries contested the 200cc class, but it was Carl Strouble who proved equal to the challenge as he finished first in his class and third overall. Jim Watson, also Honda mounted, completed the same 18 laps, with Strouble taking the silver, along with, John Bornhorst in hot pursuit coming in third. In all, 11 riders circuited the course 18 times to finish within mere minutes of one another.

The biggest disappointment of the day came on the parade lap when Mike Reisinger broke the swingarm on his 400 Maico. Everyone was anxious to see how Mike's custom mount would fare against the Honda "red tide." "I was really bummed. It wasn't even a part we modified that broke. I'll have it ready for next week though," Mike promised.

Mike and the others will have their chance as Gran Prix Raceway will run another hare scrambles and then begin a three race series.

Results

ODYSSEY: 1. Casey Dutter (Hon); 2. Marvin Schlabash (Hon); 3. Jeff Fike (Hon).

MINI: 1. Jim Kendrick (Hon).

125: 1. Delbert Gingerich (Hon); 2. Doug Klein (Hon); 3. Jim Bemko (Hon); 4. Tim Faurier (Hon).

200: 1. Carl Strouble (Hon); 2. Tim Watson (Hon); 3. John Bornhorst (Hon); 4. Dave Caskey (Hon).

250: 1. Dave Santee (Hon); 2. Dan Potter (Hon); 3. Mark Doyle (Hon); 4. Jim Robinson (Hon).

MOD: 1. Dave Fishcher (Hon); 2. Don Gingerich (Hon); 3. Terry Wyse (Hon); 4. Joe Hershberger (Hon).

Parris sizzles flat track races at Southways Race Park

By Maureen Daspit Daniels

PICAYUNE, MS, NOV. 28

The two-stroke Go-Kart class, including two hopped up four-strokes, was the largest flat track class at Southways, creating much excitement for spectator viewing. Eugene Parris of Abbeville, LA, was the overall winner of the night.

In the first heat, Randy Hammonds grabbed the lead, followed by Parris. On the fourth lap, Parris and Troy Schultz collided after changing positions for three laps. Schultz had to pull out while Parris went on to recover lost ground in a hurry. On the sixth lap, Hammonds had mechanical problems. Richard Briggs, on his screaming four-stroke, overtook the lead, with Parris in second. Hammonds repaired his machine, getting back into competition on the seventh lap. Briggs finished the heat for the win with Parris second, followed by Hammonds and Robert Wood.

In the second heat, Hammonds once again claimed the winning spot. Parris passed Wood on the second lap to challenge Hammonds. The checkered flag found Parris in first, Hammonds second, followed by Wood and Briggs.

Parris, Wood, and Briggs were the only riders who lined their karts up for the final heat. All of the other riders had mechanical failure. Parris took the lead from the beginning where he remained the entire heat. Wood held second until he was passed by Briggs on the last lap.

With hunting season in full swing we missed several of our regular three-wheeler riders Saturday night. In the 131-220cc class there were only three entries, however, it was an exciting race. Berry Patterson finished first all three heats, while Bill Polk and John Hill were tied for second ending the second heat. Breaking the tie in the final heat was Hill, giving him the overall second.

In the Powder Puff class, Dianne Polk and Cindy Yates, along with Mona Hill competed heavily on stock 185s and 200s. These ladies handled these tough machines very well. Polk was the overall winner of the class followed by Yates and Hill.

In the 0-130cc Modified class, the Pumilia brothers were victorious once again. Claude trophied first, while Paul brought home second. Charles Formby trophied third, after a tough battle from Rick Bolling.

Flat track races for two, three and four-wheeled machines will be held every Saturday night at Southways Race Park. For more info call 601/798-8296.

Results

0-130 MODIFIED: 1. Claude Pumilia (Yam); 2. Paul Pumilia (Yam); 3. Charles Formby (Hon); 4. Rick Bolling (Yam); 5. Clyde Daniels (Yam).

GO-KART (2-STROKE): 1. Eugene Parris; 2. Richard Briggs; 3. Robert Wood; 4. Randy Hammonds; 5. Troy Schultz.

(Continued to page 14)

Mike Cousimano looked to be the man to beat, but settled for second.

CRC "Merry Christmas" GP

By Terry Rezek

VALENCIA, CA, DEC. 6

In most Grand Prix combining ATVs and motorcycles, the ATVs are usually the first race of the day. As far as the course is concerned, this is usually an advantage. The course is fresh, the whoops have not yet grown to mountain ranges, there are no deep grooves in the corners where the bikes have found a fast line, and the dust has not yet risen to atmospheric cloud levels. Sometimes these early hours can have disadvantages. The sun is low and you're constantly running in and out of deep shadows. In December it is cold and wet. The course had some narrow water crossings and when a tight pack tried to cross at once, someone took a frosty bath. Hot riding was the solution and many of the front runners were turning lap times to rival the motorcycles.

The hottest three-wheeler at the start was the Class 8 machine of Fred Wing. Glen Elliott, Class 7, was right behind Wing for the moment. Rick Sauers' Class 3 Odyssey was the first four-wheeler to hit the water crossing, pursued closely by Steve Huger, Class 2. Before that first lap was over, Wing suffered the first of a series of engine seizures which eventually gave him a DNF. Two-stroke engines are quick but their pistons and cylinder walls do have a strange affinity for one another.

Elliott moved into the lead at the beginning of lap two and Ron Goldstein came up to take second. Wing was a distant third and on his way out. Sauers still led the Odysseys and was joined by another Class 3 pilot, Dan Peters who moved Huger back to third, at least temporarily.

Lap three brought a surprise, Mike Cousimano came whistling around at the head of the three-wheel pack and Elliott found himself in second with a new problem. Tom Gildea had barged into third and was knocking on Elliott's back door. The Odysseys had settled down to a two-machine contest between Sauers and Huger. Every time Huger would close in, Sauer would slam the door. The only places with room to pass were power-sucking sandwashes.

Laps four and five were about the same except for Ron Haase, who had forced his Class 8 machine past Elliott and was giving Gildea a real battle for second. Elliott was getting radical trying to regain that spot. The three of them were so close together you could have loaded them into one truck. Cousimano continued on about 15 seconds ahead of everyone else. Two laps later, Haase had bumped past Gildea and was beginning to reel in Cousimano.

With only two laps to go, Haase squeezed by Cousimano and began to stretch out his lead to an eventual 10 seconds at the end. Cousimano refused to give up, but, despite some radical riding, was not able to regain the lead. At the finish, it was Haase in first and Cousimano second. Elliott finished third overall and took first in Class 7. The Odysseys finished as they had run for most of the race, Sauers first overall and Huger second, both getting firsts in their respective classes.

A special "determined competitors" award goes to Nick Donwen and Bob Payer who fought literally elbow to elbow for a large part of the race. This battle was accompanied by a lot of shouting and arm waving which left one to wonder if they were good friends out funning each other or deadly enemies. Whichever, they put on a good show. *ATV*

Results

THREE-WHEEL
CLASS 2: 1. Robert Payer
CLASS 3: 1. Nick Downen
CLASS 4: 1. Robin Davis.
CLASS 5: 1. Brian Mole; 2. Greg Howard.
CLASS 6: 1. George Ferrie; 2. Randy LaPierre.
CLASS 7: 1. Glenn Elliott; 2. Jerry Anderson.
CLASS 8: 1. Ron Haase; 2. Mike Cousimano; 3. Tom Gildea; 4. Steve Tinsman
ODYSSEY
CLASS 1: 1. Bob Carmody; 2. Dave "Krash" Koszela; 3. Don Dinnel; 4. Jeff Datin.
CLASS 2: 1. Steven Huger; 2. Dan Kaskus; 3. Oscar B. Will; 4. Beverly Carr.
CLASS 3: 1. Rick Sauers; 2. Dan Peters.

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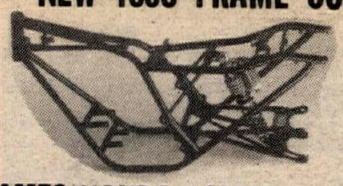

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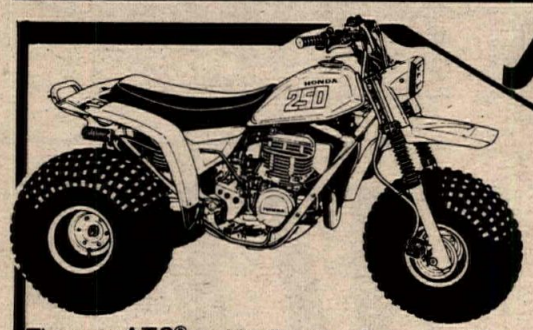

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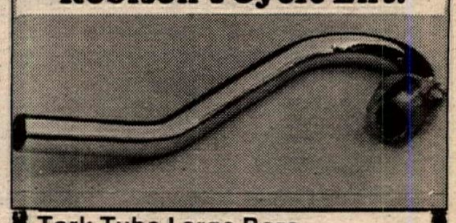

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(Continued from page 12)

131-220 (STOCK): 1. Berry Patterson (Hon); 2. John Hill (Hon); 3. Bill Polk (Hon).
GO-KART (4-STROKE): 1. David Forbis; 2. Jerry Youngs; 3. Charlotte Gamble; 4. Rickey McKenzie; 5. Danny Hammonds.
POWDER PUFF (3-WHEELER): 1. Dianne Polk (Hon); 2. Cindy Yates (Hon); 3. Mona Hill (Hon).
0-125 MOTORCYCLE: 1. Rene Manzanares (Suz); 2. Mark Wedig (Hon); 3. Clyde Daniels (Suz).

Three-wheeler wins to Wiant at Eugene Raceway

By Suanne Light

EUGENE, OR, NOV. 22

Mud to the top of the motors didn't seem to slow the three-wheelers down at the mud marred Eugene track. Mike Smothers (ATC 250) led the start over Jim Wiant (ATC 250), Troy Likens (ATC250), Mike Tembull (ATC 250) and Clark Coleman (Tri-Moto).

Things were close up front with Smothers hanging onto the lead by a ragged edge over Wiant, until the two made contact, sending Smothers over the edge and Wiant off with a secure lead.

The sun made a rare appearance during the race which made for a tacky track, except for one spot we named the "big gulp," which instead of 32 ounces of refreshing Oregon mud, it was 32 feet of soup. Likens made his move on Smothers going through the woods, but was just as quickly re-passed. Filling out the top three spots were: Pro MXer Wiant, Intermediate Smothers and Novice Likens.

Moto two had Wiant pull away from the pack, this moto was staged in a complete downpour, Smothers held second and seemed content as Likens made it a repeat of moto one "mud madness". Wiant went 1-1, Smothers 2-2 and Likens 3-3 for third.

Results

THREE-WHEEL 250: 1. Jim Wiant (Hon); 2. Mike Smothers (Hon); 3. Troy Likens (Hon); 4. Mike Tembull (Hon); 5. Clark Coleman (Yam).

Hatch tops ADRA three-wheel point to point desert race

By Monty Owens

ROCKY POINT, MEXICO, DEC. 5

It was a perfect day to start the Arizona Desert Racing Association's fifth Annual Sonoita to Rocky Point (point to point) Desert Race in Mexico. Buggies left the starting line (Sonoita) first with the motorcycles leaving second and the three-wheels leaving last.

Buggies, motorcycles and Three-Wheel Class 6 (250cc) had to race a grueling 124 miles to Rocky Point, while all other three-wheel classes raced to check point two (49 miles).

Three-Wheel Class 6 racers left Sonoita at approximately 11:30 a.m. with Helm & Son sponsored Tom Kakavas, (1982 number one plate holder) taking the lead riding a Nicholson Mono frame, 228cc Honda four stroke. Kakavas led the race up to the 30 mile mark where mechanical problems forced him to pull out of the race. Lesley Black, aboard a Tucson Three-Wheel Supply Honda 250R, took over the lead and kept it up to the 115 mile mark, where he was then passed by Baja veteran Rick Hatch, riding a Hacienda Honda sponsored 250R.

At the finish line (Rocky Point) it was Rick Hatch, taking first in Class 6, with a time of three hours and 44 minutes for the grueling 124 miles. Cris Mosley, aboard a 250R took second, Lesley Black took third, and Robi Madison, also on a Honda 250R, took fourth.

At check two, it was Mike Joskobiak, aboard a Honda 185S, taking first in Class 5 (240cc). Following Joskobiak was Jeff McCormick taking first in Class 2 (125cc) riding a 125cc Yamaha. Class 4 (205cc) winner was Shawn Darr. Mel Nichols, riding a 175cc Yamaha, took first in Class 3 (175cc) and Debbie McCormick, also on a 175cc Yamaha, took first in Class 7 (Powder Puff). Larry Rodgers riding a 110cc Honda took Class 1 (110cc) honors.

The Sonoita to Rocky Point race was the last race of the ADRA 1981 Points season. January 24 will be ADRA's second three-wheel race and it will be in Gila Bend, Arizona. For more information on ADRA three-wheel races contact ADRA at 1-602/252-1900. ATV

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AFTER THE VICTORIES

Motocross
Razorback MX
Valdosta, GA
Dec. 6, 1981
By Gwen Millan

THREE-WHEELER

Buddy Barnes	Hon
Mike Webb	Hon
George Stewart	Yam

Cross Country
MDA 100
Lakeland, FL
Dec. 6, 1981

110 THREE-WHEELER

Steve Grizzard	Hon

205 THREE-WHEELER

Robert Thrift	Hon
Jim Belyew	Hon
John Dixon	Hon
Mitch Martina	Hon
Robert Smith	Hon

250 THREE-WHEELER

Joe Watts	Hon
Steve Felton	Hon

ODYSSEY
Robbie Roberson

Hare Scrambles
Square Deal Riders
Binghamton, NY
Nov. 29, 1981
By Larry McBride

THREE-WHEELER (SMALL)

Larry Cobb	Yam
Andrew Sienko	Yam
John Hackel	Yam

THREE-WHEELER (BIG)

Chuck Edwards	Hon
David Sienko	Hon
Gary Stone	Hon

Hare Scrambles
Mathias Raceway
New Philadelphia, OH
Dec. 6, 1981
By Scott Brown

ATC

Rod Leggett	Hon
Todd Graef	Hon

Hare Scrambles
Amherst Meadow-larks
Amherst, OH
Nov. 15
By Jack Daizell

OVERALL

Mike Reisinger	Mai

100 THREE-WHEEL

Tim O'Donnell	Hon
Jim Benko	Hon
Doug Kline	Hon
Dennis Lumby	Hon
Tim Beane	Hon

200 THREE-WHEEL

Jim Judge	Yam
Tom Holliday	Hon
Gary Gaisser	Hon
Steve Vecsey	Yam
Ralph Haslage	Hon

OPEN THREE-WHEEL

Neil Haupt	Hon
Ralph Haslage Jr.	Hon

Hare Scrambles
Amherst Meadowlarks
Amherst, OH
Nov. 1, 1981
By Jack Daizell

OVERALL

Jeff Satmary	Hon

110 THREE-WHEEL

Tim O'Donnell	Hon
Jack Daizell Jr.	Hon
Dave Williams	Hon
Doug Kline	Hon
Brian Kroll	Hon

200 THREE-WHEEL

Jim Judge	Yam
Ralph Haslage	Hon
Jim Murry	Yam
Steve Vecsey	Yam
Ray Redhead	Hon

OPEN THREE-WHEEL

Neil Haupt	Hon
Ralph Haslage Jr.	Hon
Mike Reisinger	Mai

Hare Scrambles
Big Valley
E. Palestine, OH
Nov. 22, 1981
By Joan Pasternack

ODYSSEY
Ron Spickler
Bob McCullough
Terry Stamp
Rick Secrest
Shawn Daugherty

1981 CRC Final Odyssey Point Standings

1x. Karen Pardis	926
2x. Scott Johnson	840
3x. Mike Paradis	741
4x. Steve Kramer	685
5x. Tim Cheek	435
6x. Jeff Bagley	425
7x. Mark Schuster	422
8x. Dave Koszela	374
9x. Oscar B. Will	359
10x. Steve Gleim	336
11x. Bill Fellows	321
12x. Al Robertson	314
13x. Bob Carmody	290
14x. Beverly Carr	288
15x. Steve Huger	265
16x. Jerry McAuliffe	260
17x. John Jaramillo	253
18x. Shari Kilfoyle	247
19x. Joe Jaramillo	229
20x. Earl Carpenter	226
21x. Tom Brown	200
22x. Don Dinnell	194
23x. Rusty Robinson	184
24x. Todd Johnson	181
25x. Rick Sauers	173
26x. Michael Brown	170
27x. Wes Moser	170
28x. Frank Gary	165
29x. Todd Carmody	165
30x. Dan Peters	162
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33x. Randall Burt	157
34x. Jack Wilson	156
35x. Joe Cheek	151
36x. David Kilfoyle	151
37x. Steve Coley	138
38x. Robert John	137
39x. Scott Johnson	135
40x. Mike Leckich	130
41x. Steve Grier	130
42x. Wayne Kirk	125
43x. Ron Brown	115
44x. Larry Watson	113
44x. Rich Robertson	106
46x. Norman busch	106
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48x. Craig Smith	105
49x. Jerry Carmean	102
50x. Roberto Cortes	95
51x. George Dove	92
52x. Greg Burns	90
53x. Greg Davis	88
54x. Jack Kirk	88
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56x. Don Barrington	83
57x. Rob Snyder	82
58x. Scott Pettit	76
59x. Debbie McDonald	75
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76x. Rory Holladay	50
77x. Gary Fries	50
78x. Jerry Meyer	40
79x. Bob Wade	40
80x. Mike Spencer	40
81x. Todd Johnson	40
82x. Greg Vernon	40
83x. Tom Adams	39
84x. Dennis Schelfield	38
85x. Duane Merbach	35
86x. Cindy Myers	35
87x. Brent Leckich	35
88x. Eric Shuffle	30
89x. Tim Madey	30
90x. Robby Robinson	30
91x. William Eveland	30
92x. Mark Jordahl	30
93x. Jeff Datin	30
94x. Martin Alkonis	30
95x. Kelli Jorgensen	30
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97x. Don Baumunk	30
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Coming Events

1982 SCORE Race Schedule

2/5-7	Parker 400 Parker, AZ
3/26-28	Mexicali 250 Mexicali, Baja California, Mexico
6/4-6	Baja Internacional Baja California, Mexico
8/6-8	Of Road World Championship Riverside Int'l. Raceway Riverside, CA
11/3-6	Baja 1000 Baja California, Mexico

For more info call 213/889-9216

Every Sat. night

3-WHEEL, MOTORCYCLES, GO-KART, FLAT TRACK

IA State Fairgrounds (Cattle Pavillion) E. University Des Moines, IA. Indoor racing. Gen. admission $3.50, sign-ups: 6 p.m., race 8 p.m. Classes to be run: 0-200cc, 200 and up for 3-Wheelers. 0-250cc, 250 and up for Flat Trackers. 0-250cc, 250 and up for Flat Trackers. 0-100cc, Go-Karts. Entry fee: $5. Pit pass $5. For more info call 515/265-4261.

ATC, ODYSSEY TT SCRAMBLES

Dade City, FL. Hwy 52 just west of Dade city at Pasco County Fairgrounds. 40% trophy payback. ATC Class: 0-200, 201-Open, Odyssey class: Stock & Modified. Clay track open year round. Sign ups 4:30 p.m., race 7 p.m.. Entry fee: $5, For more info call 813/986-4950.

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January 17

3-WHEEL MUD & SNOW SCRAMBLES

Bringhamtom, NY. 15 miles N.E. of Bringhamton off RT 7, take Martin Hill exit off I88. Trophies 50% p.b. classes: 0-250cc, 251-over. Entry fee: $5. For more info call 607/723-2387.

ATV HARE SCRAMBLES

Wadsworth, OH. take 21 N. or S. to RT. 93 Exit, take 93 S to Orrville St. turn right, go 3 miles to Deerfield Ave. turn left to Gran Prix Raceway. 6 classes/6 trophies. Prac. 1:30 p.m., race 2 p.m. Race $5. For more info call 216/239-2517 or call 683-3959, 854-4847.

GRAN PRIX RACEWAY

Canal Fulton, OH. Take 21 N or S to Rte 93 exit, take 93 south to Orrville St. turn right and go 3 miles to Deerfield Ave. turn left. Classes: Minis-70cc, 71-125cc, 126-200cc, 201-250cc, Modified, Odyssey's. 6 trophies per class. Gate $3, sign-up $5. Prac. 1:30 p.m., race 2. Track opens 7 a.m. Ambulance on duty. For more info call 216/683-3939, 854-4847, 239-2517. Park Honda SnowShoe ATV series races.

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ALSO ON 1/31

January 24

BAYLANDS GO-KART DIRT RACING

Fremont, CA. Baylands Raceway Park, Hwy 17 at Durham Rd. Prac. 12:30 to 1:30 pm, race 2 pm. All speedway classes plus new 4 cycle classes for Jrs. and Srs. $500 Pro purse for Open Pro, 30% trophies for all other classes. Pro entry: $25 all others $16, spectators $4. For more info call 415/651-2545.

GRAN PRIX RACEWAY

Canal Fulton, OH. Take 21 N or S to Rte 93 exit, take 93 south to Orrville St. turn right and go 3 miles to Deerfield Ave. turn left. Classes: Minis-70cc, 71-125cc, 126-200cc, 201-250cc, Modified, Odyssey's. 6 trophies per class. Gate $3, sign-up $5. Prac. 1:30 p.m., race 2. Track opens 7 a.m. Ambulance on duty. For more info call 216/683-3939, 854-4847, 239-2517. Park Honda SnowShoe ATV series races.

January 31

ODYSSEY & 3-WHEEL EXTRAVAGANZA

Union City, CA. Going E. on 580 Exit Greenvile rd. Turn left on Tesla. About 12 miles to Carnegie Motorcycle Park. From Hwy 5 Exit 580 cutoff to Corral Hollow rd. west 6 miles to park.

Sign-ups 9 a.m. to 10:30, race at 11. For more info call 415/489-3094.

COMING EVENTS

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Event date: _____ Type: _____

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Additional info: _____

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Gate/practice/race times: _____

Entry fees: _____

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